

defects in downtown has outweighed the natural functional advantages of downtown, and in every case the community has suffered because of these changed of location. One of these specific defects is the location in downtown in inappropriate activities, activities which do not contribute to the network of interactions but rather tend to destroy it by separating activities which would generate such interaction if they were in close proximity. In the jargon of retailers these are "dead spots" and there are few buildings which are more of a dead spot than a tobacco warehouse.

A downtown must be accessible from every part of the area it serves, and this means that it must have good roads. Downtown Smithfield is well served in this respect, because it was the center for Johnston County long before the advent of the automobile and hence served by the best roads then, and these roads have been improved and replaced as traffic on them has increased. Construction of Interstate 95 is a logical development in this sequence, which serves downtown Smithfield largely by taking through traffic off of U.S. 301 and out of downtown, which makes U.S. 301 and the downtown streets more convenient for drivers going to Smithfield.

Unlike Rome, all roads do not lead to Smithfield; as the map shows most of those in Johnston County do lead there, and they are and will likely continue to be adequate. The proposed U.S. 70 bypass north of Smithfield will benefit the downtown as did construction of the Interstate, and the proposed improvements to U.S. 70 from the bypass to Garner and of N.C. 210 west to Coats Cross Roads will also improve the assessibility of downtown Smithfield.

The access function is incomplete unless there is good, convenient circulation within the downtown area. Smithfield is fortunate in that respect, too, because the internal